BookletChart™

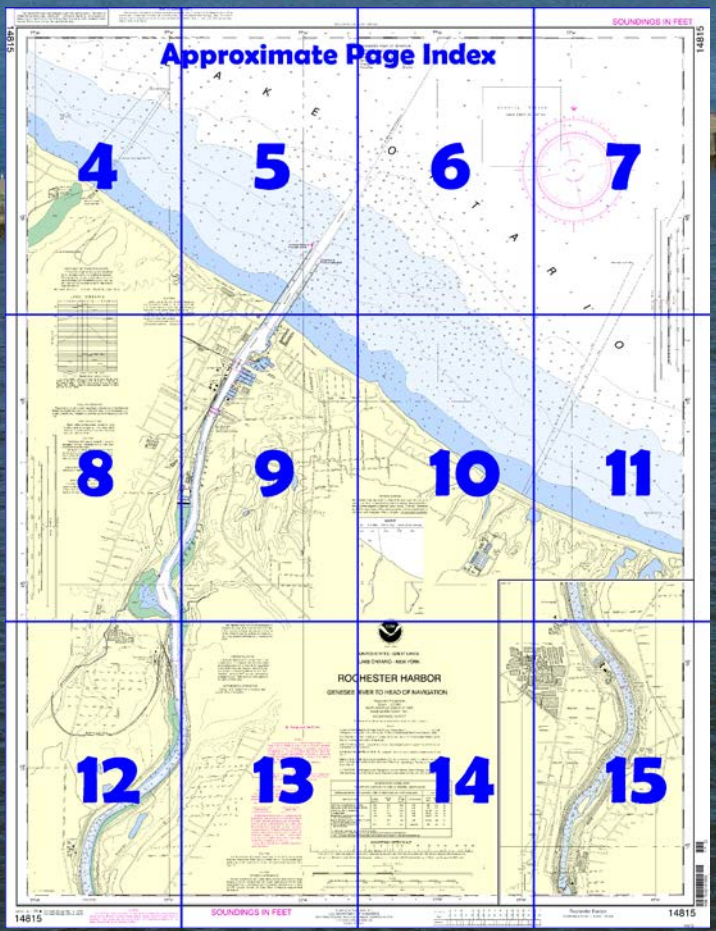
Rochester Harbor – Genesee River to Head of Navigation

NOAA Chart 14815

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14815

(Selected Excerpts from Coast Pilot)
From Irondequoit Bay west-northwest for 3.8 miles to the mouth of the Genesee River, deep water is about 0.5 mile offshore. A rock covered ½ foot is close inshore about 0.7 mile southeast of the Genesee River entrance.
Rochester Harbor, at the mouth of the **Genesee River**, is 54 miles west of Oswego Harbor and about 7 miles north of the main business district of the city of **Rochester, NY**. The river is navigable for about 5.5 miles above the mouth. The first of a group of dams is about 7 miles upstream from Lake Ontario. There is no navigable connection between the lower portion of the Genesee River and the New York State Canal, which connects with the river about 11 miles upstream from the lake. The surface elevation of the river falls more than 260 feet between the Rochester Terminal of the New York State Canal System and the head of navigation of the lower portion of the river below the dams.
An unmarked **dumping ground** with a least reported depth of 35 feet is about 1.8 miles northeast of the mouth of the Genesee River.
Prominent features.–The lighted stacks at the powerplant 1.6 miles west-northwest of the river mouth, the stacks at the sewage treatment plant 1.9 miles southeast of the river mouth, and the tall apartment building 1.1 miles southwest of the river mouth are the most prominent objects from offshore.
Rochester Harbor Light (43°15'48"N., 77°36'00"W.), 40 feet above the water, is shown from a white cylindrical tower with red band on the outer end of the west pier.
Channels.–From Lake Ontario, the river is entered through a dredged channel that leads between two piers, thence upstream for 2.6 miles above the mouth. There are two turning basins, one just inside the mouth and the other 2 miles above the mouth on the west side of the channel; the upper turning basin is no longer maintained. The outer ends of the entrance piers are marked by lights; mooring is only allowed on the lakeside of the piers. (See Notice to Mariners and latest edition of charts for controlling depths.)
Dangers.–It is reported that northeast winds sometimes create waves as high as 6 feet which reflect through the entrance channel between the piers, making navigation into the harbor difficult. River currents sometimes compound this problem. A dangerous sunken wreck is 0.8 mile east-northeast of Rochester Harbor Light.
Bridges.–Two bridges cross the dredged section of the Genesee River. The CSX Transportation Railroad bridge 0.9 mile above the pierheads has a swing span with a clearance of 10 feet. The O'Rorke bridge, 1.25 miles above the pierheads, has a bascule span with a clearance of 41 feet (45 feet at center). (See **33 CFR 117.1 through 117.59 and 117.785**, chapter 2, for drawbridge regulations.) Overhead power cables crossing the river 2.8 miles above the pierheads have a clearance of 141 feet. Above the limit of the Federal project, a pipeline bridge, about 5.1 miles above the pierheads, has a fixed span with a clearance of 86 feet. The Ridge Road (U.S. Route 104) bridge, about 5.5 miles above the pierheads, has a fixed span with a clearance of 160 feet. The Driving Park Avenue bridge, 6.4 miles above the pierheads, has fixed span with unknown clearance.
Supplies.–Some marine supplies, water, provisions, and diesel fuel can be obtained at Rochester.
Small-craft facilities.–Marinas at Rochester provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, mobile lifts to 40 tons, and hull, engine, and electronic repairs. In 1977, depths of 2 to 12 feet were reported alongside the berths.
Communications.–Rochester is served by rail, air, and bus. Rochester-Monroe County Airport is about 10 miles south-southwest of the river entrance.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

Polyconic Projection
Scale 1:10,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.224" northward and 0.995" eastward to agree with this chart.

ROCHESTER POINT OF DEPARTURE		
To: Braddock Point Light	296°	11 miles
Presqu'ile Light	355°	47 miles
Galloo Island Light	052½°	66¾ miles
Stony Point Light	058°	73 miles
Oswego	077°	54 miles
Sodus Bay	089°	30 miles

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rochester, New York KHA-53 162.40 MHz (Chan WX-2)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS APR 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
A. LAKE APPROACH CHANNEL	16.9	17.5	17.9	4-11	300	2800	22
B. ENTRANCE CHANNEL	10.6	15.3	12.6	4-11	200-600	4400	21
C. LOWER TURNING BASIN	3.8	4.6	10.8	4-11	200-600	4400	21
D. GENESEE RIVER	4.6	2.9	3.0	4-11	150-270	10800	21
E. UPPER TURNING BASIN		NOT SOUNDED			0-500	800	
F. GENESEE RIVER, UPSTREAM 1200 FEET OF NAVIGATION	11.4	11.9	10.0	4-11	150	1200	
G. UPPER TURNING BASIN	3.4	14.8	16.2	4-11	0-200	1150	21

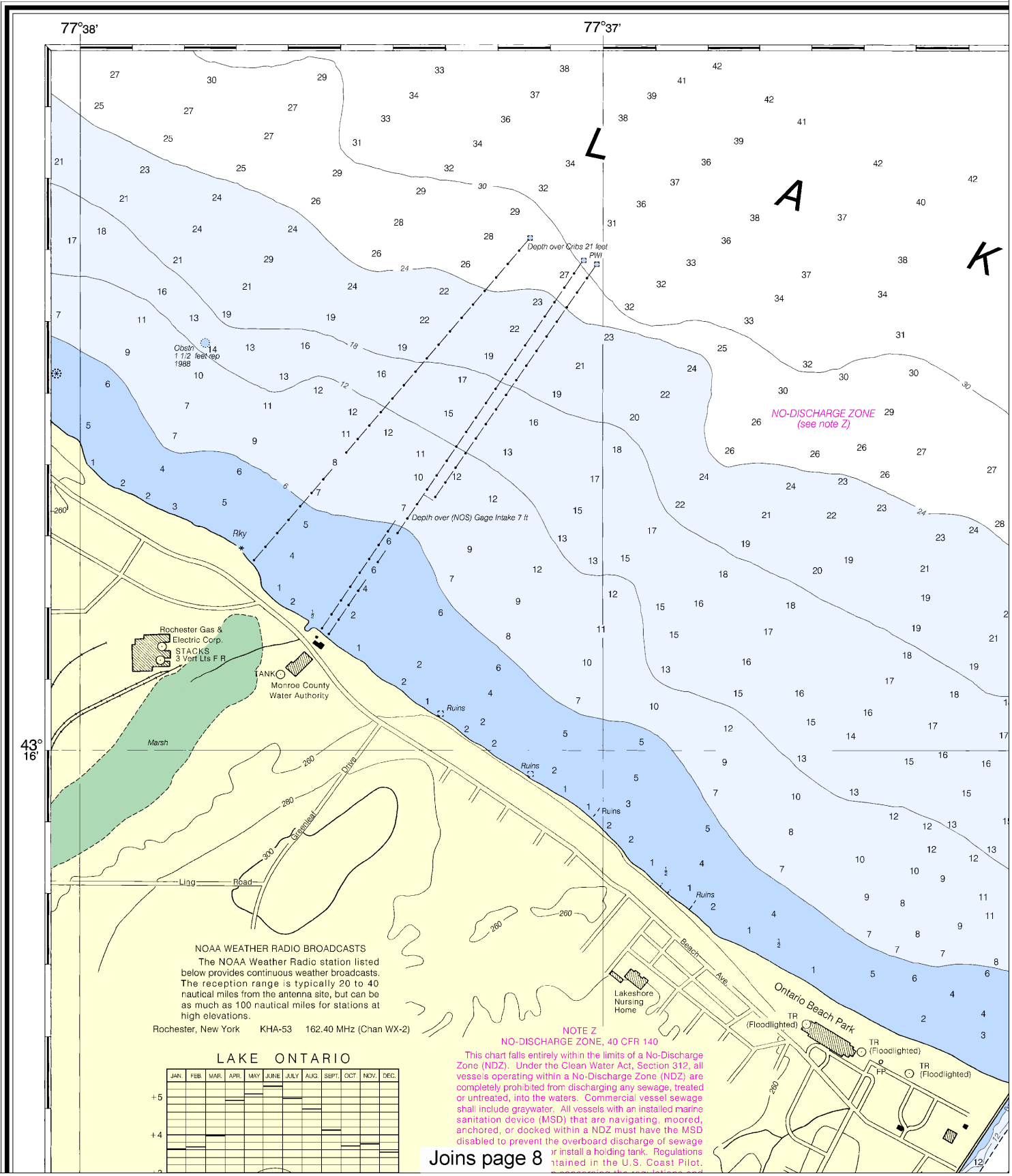
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

14815

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.



NOAA WEATHER RADIO BROADCASTS

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Rochester, New York KHA-53 162.40 MHz (Chan WX-2)

LAKE ONTARIO

	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
+5												
+4												

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage or install a holding tank. Regulations ntained in the U.S. Coast Pilot.

Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

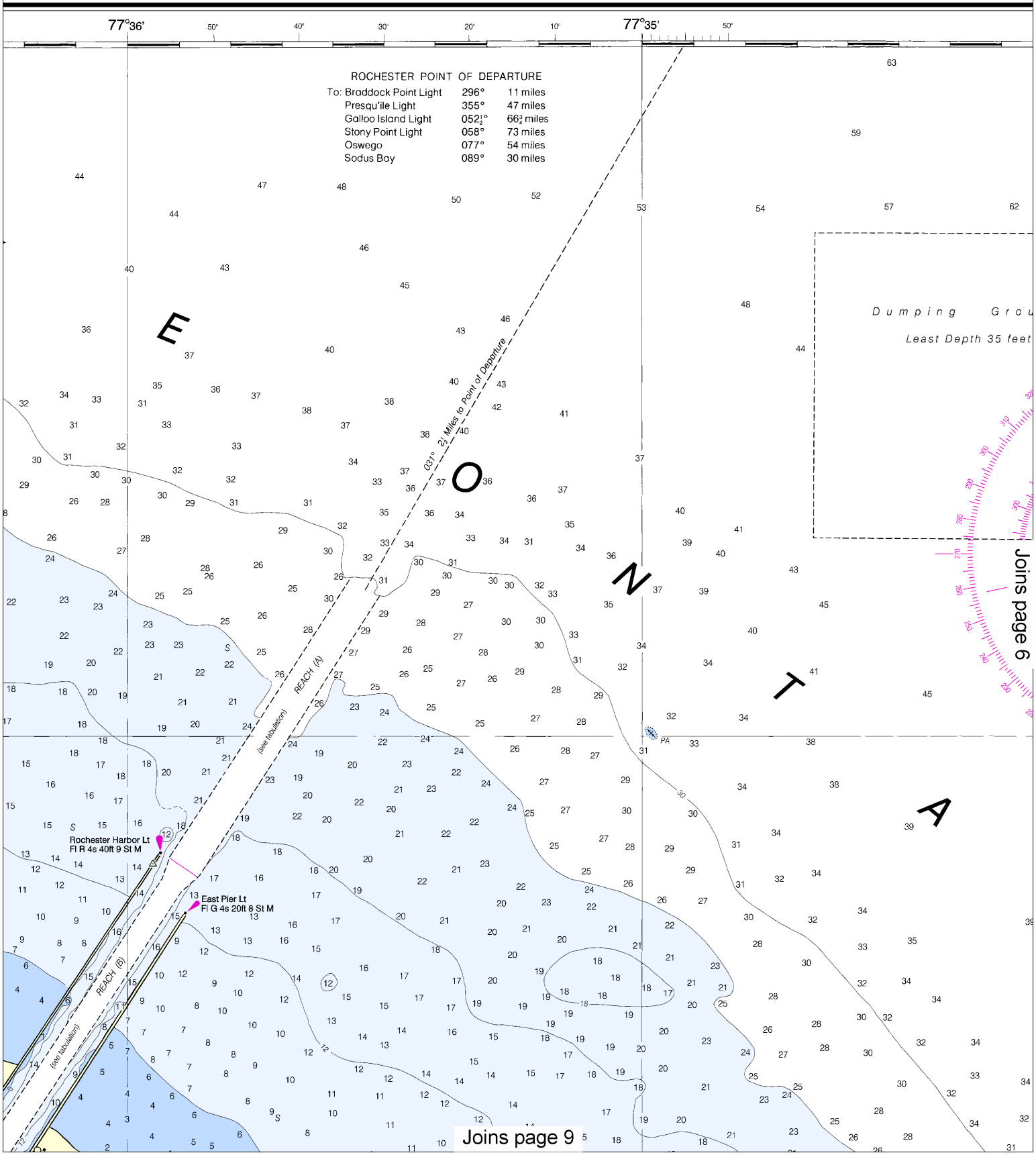
0

Yards

200 0 200 400 600 800 1000 1200

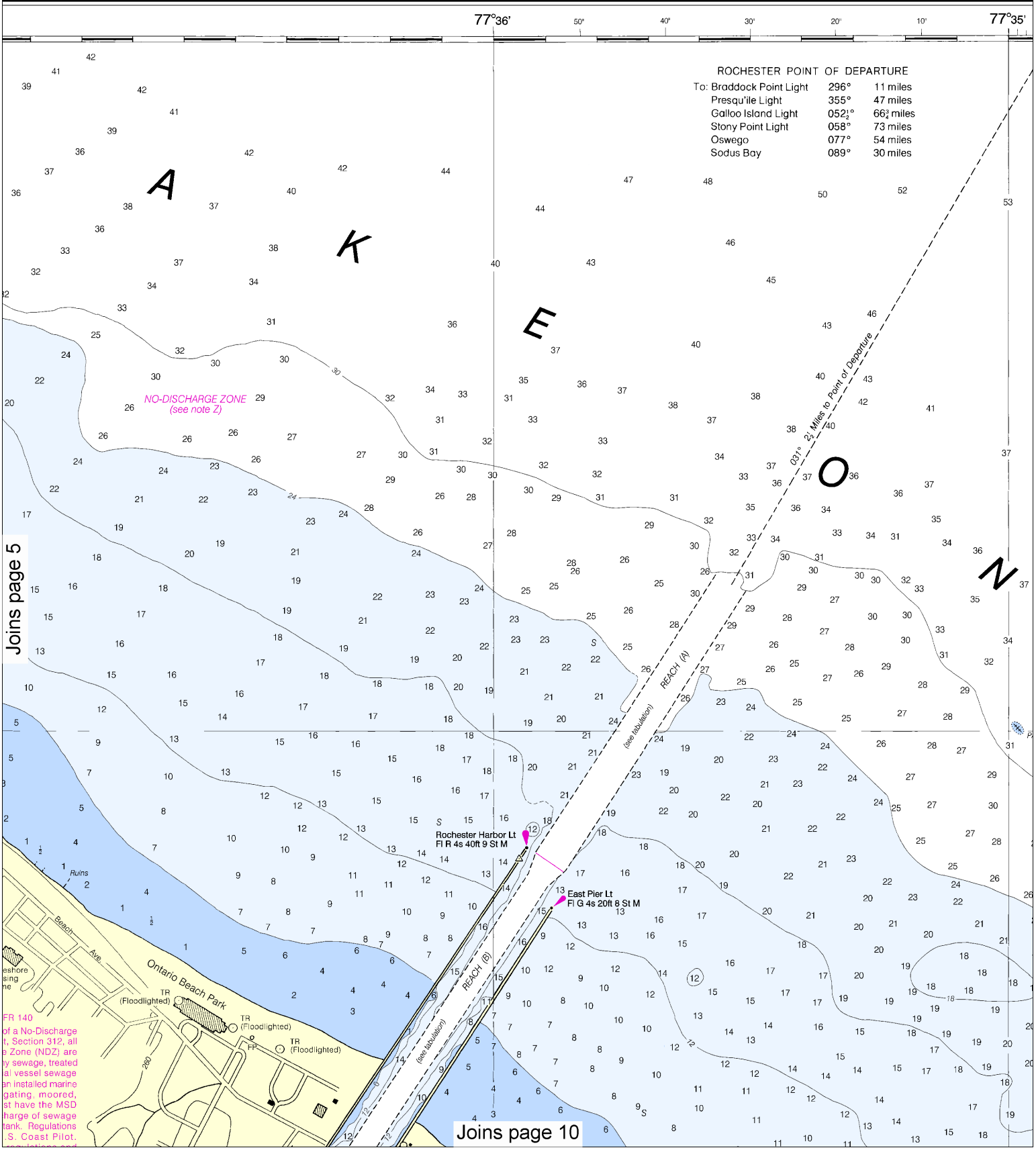
See Note on page 5.

Formerly LS 238, 1st Ed., July 1902 KAPP 1130



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly LS 238, 1st Ed., July 1902 KAPP 1130



FR 140
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. S. Coast Pilot.

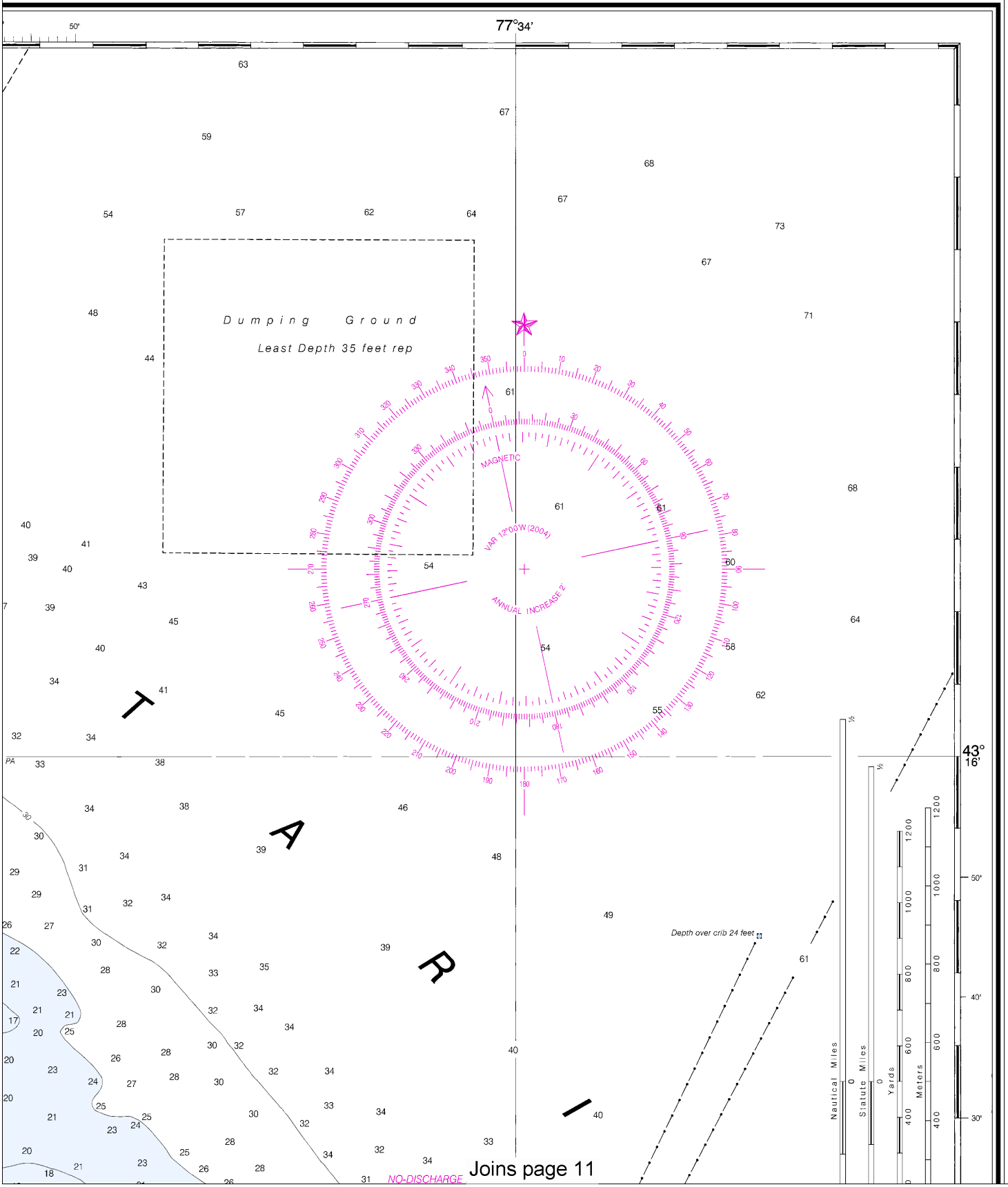
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

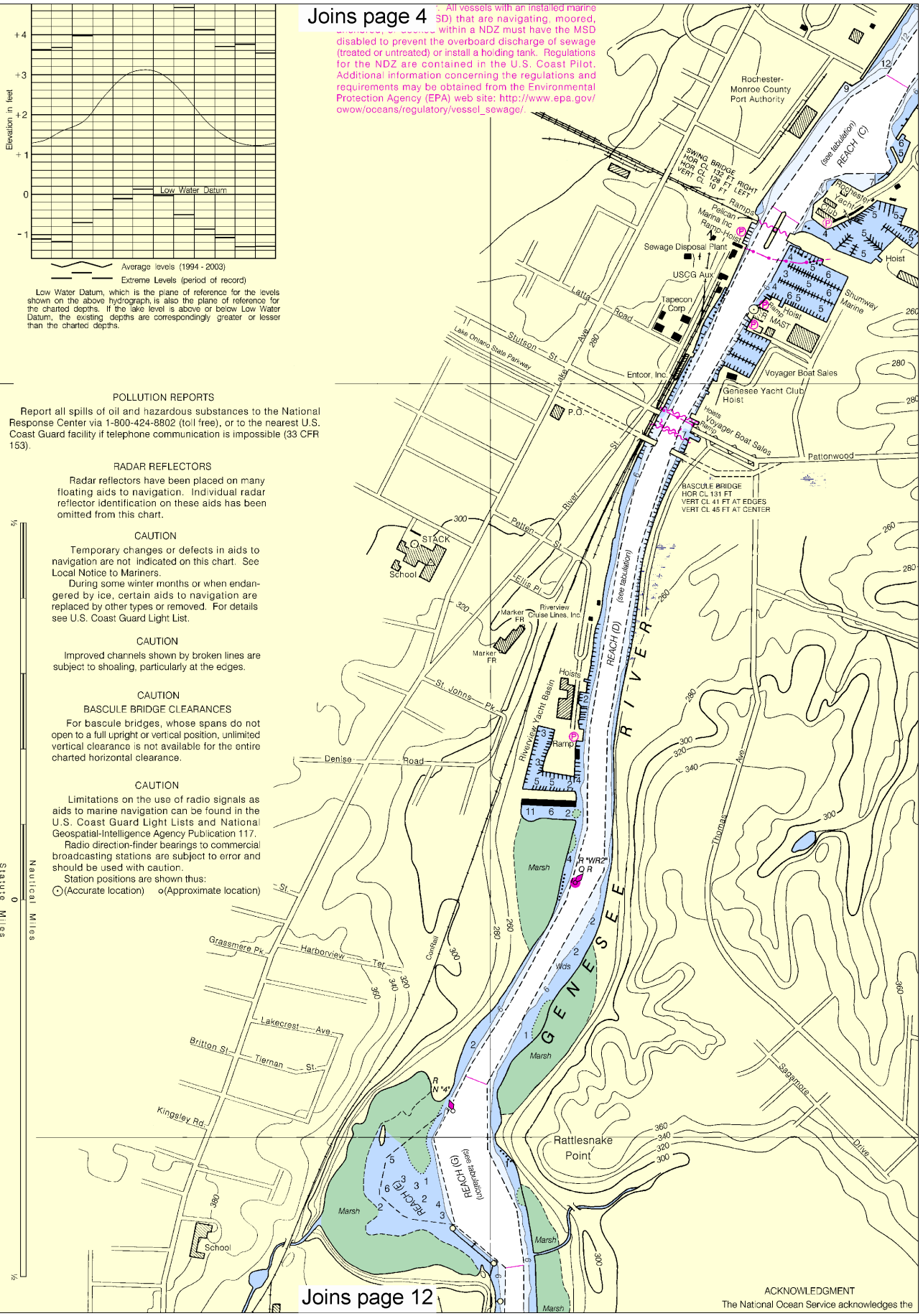
Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

SOUNDINGS IN FEET

14815



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

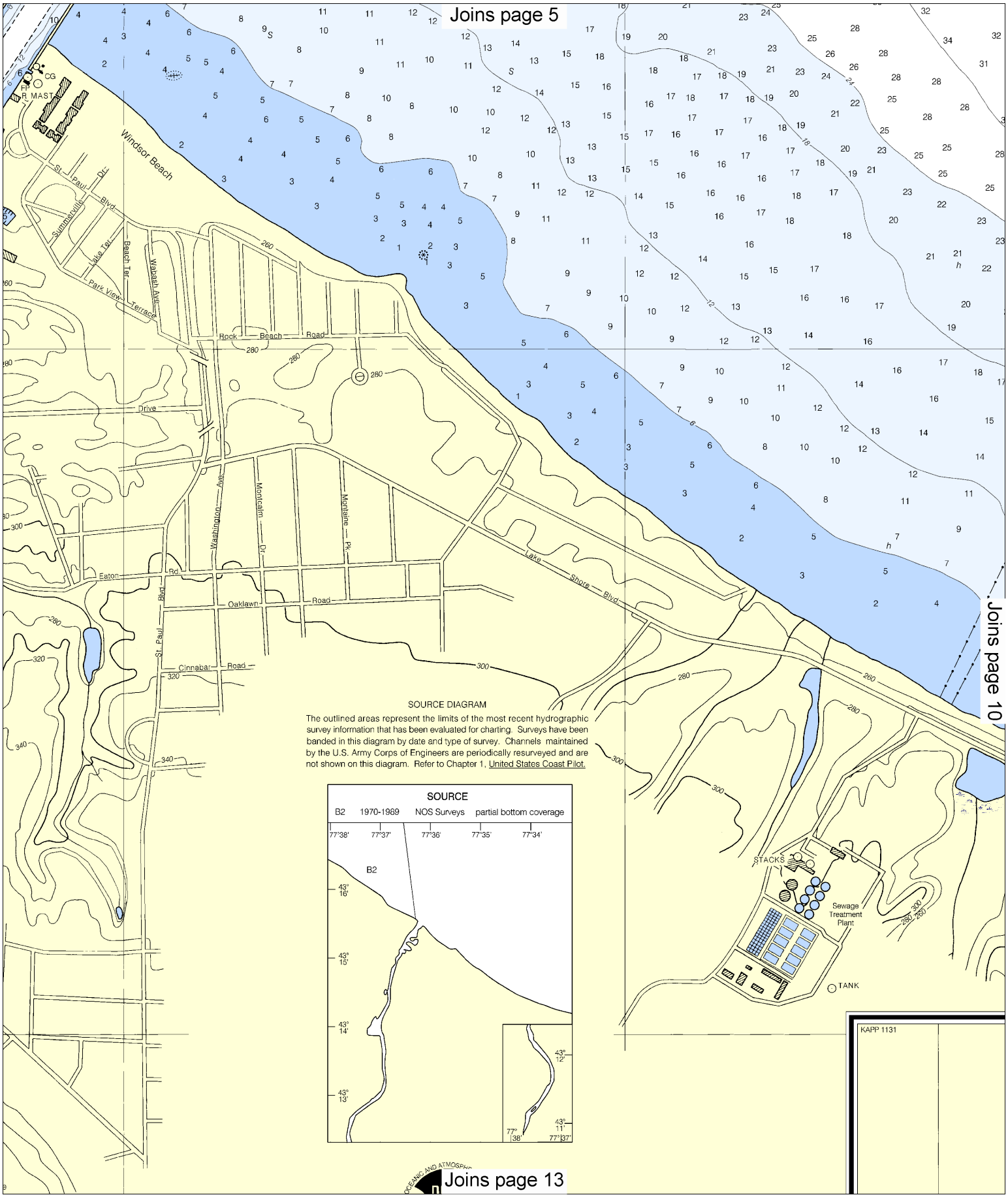


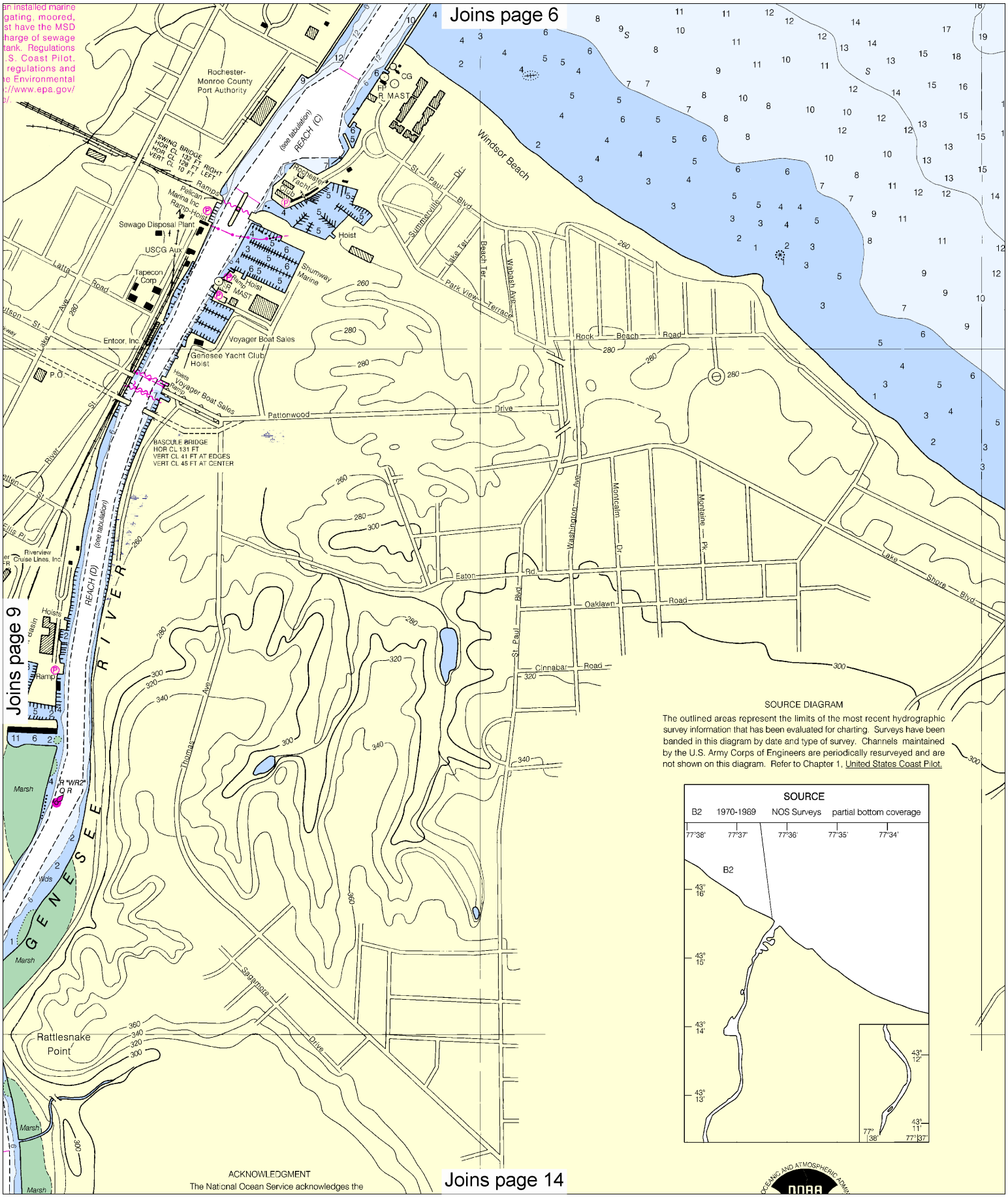
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200


Joins page 5
Windsor Beach
St. Paul Dr.
Summerville Blvd.
Lake Ter.
Beach Ter.
Wabash Ave.
Park View Terrace
Rock Beach Road
Drive
Washington Ave.
Montcalm Dr.
Montaine Pk.
Lake Shore Blvd.
Eaton Rd.
Oaklawn Road
St. Paul Blvd.
Cinnabar Road
CG
R MAST
STACKS
Sewage Treatment Plant
TANK
KAPP 1131
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.
SOURCE
B2 1970-1989 NOS Surveys partial bottom coverage
77°38' 77°37' 77°36' 77°35' 77°34'
B2
43° 16'
43° 15'
43° 14'
43° 13'
43° 12'
43° 11'
77° 38'
77° 37'
Joins page 13
Joins page 10



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

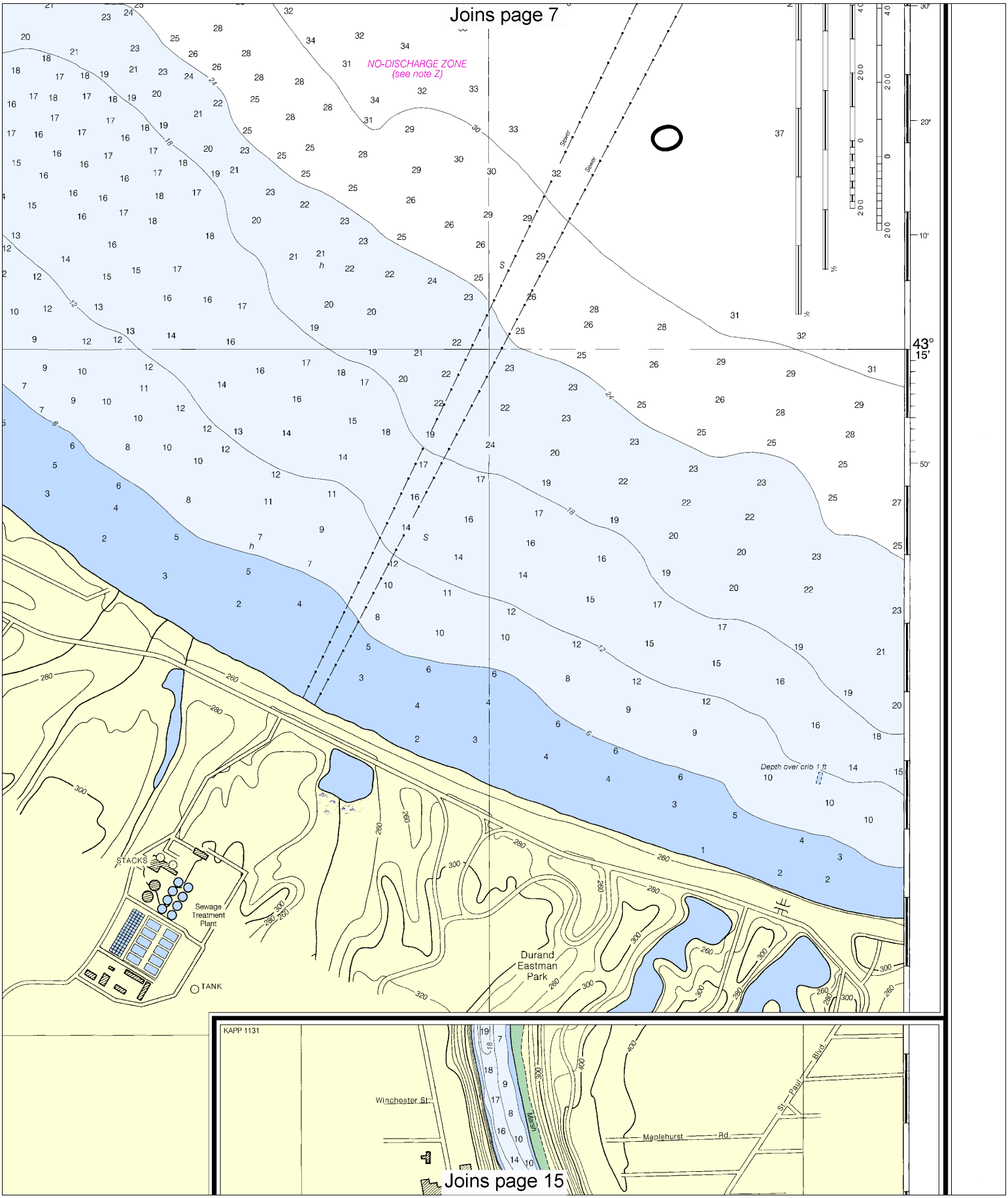
Nautical Miles

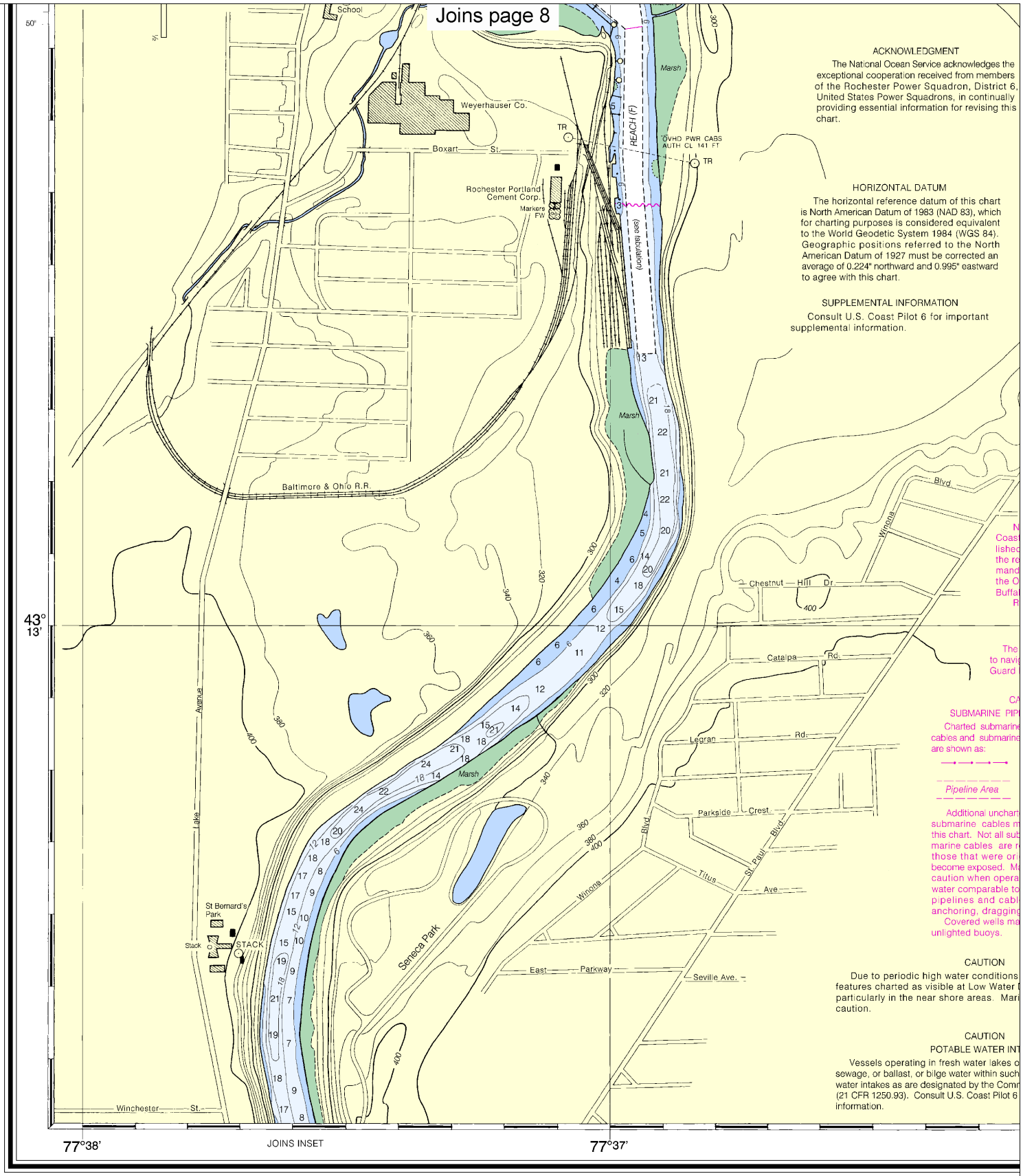
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 7
NO-DISCHARGE ZONE
(see note Z)
Sewer
Sewer
43°
15'
Depth over crib 1 ft
STACKS
Sewage
Treatment
Plant
TANK
Durand
Eastman
Park
KAPP 1131
Winchester St
Marsh
Maplehurst
Rd
St Paul
Blvd
Joins page 15



ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Rochester Power Squadron, District 6, United States Power Squadrons, in continually providing essential information for revising this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.224" northward and 0.995" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

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SUBMARINE PIP
Charted submarine
cables and submarine
are shown as:

Pipeline Area

Additional unchart
submarine cables m
this chart. Not all sub
marine cables are r
those that were ori
become exposed. M
caution when opera
water comparable to
pipelines and cabl
anchoring, dragging
Covered wells ma
unlighted buoys.

CAUTION

Due to periodic high water conditions features charted as visible at Low Water D particularly in the near shore areas. Mari caution.

CAUTION

POTABLE WATER INT

Vessels operating in fresh water lakes o sewage, or ballast, or bilge water within such water intakes as are designated by the Comm (21 CFR 1250.93). Consult U.S. Coast Pilot 6 information.

23rd Ed., Jul. / 04 ■ Corrected through NM Jul. 17/04
Corrected through LNM Jul. 06/04

14815

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

Joins page 9

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION · U.S. DEPARTMENT OF COMMERCE · NOAA

COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE ONTARIO - NEW YORK

ROCHESTER HARBOR

GENESEE RIVER TO HEAD OF NAVIGATION

Polyconic Projection
Scale 1:10,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

Ⓟ Pump-out facilities

NOTE A

Navigation regulations are published in Chapter 2, U.S. ...st Pilot 6. Additions or revisions to Chapter 2 are pub- ...ed in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Com- ...nder, 9th Coast Guard District in Cleveland, Ohio or at Office of the District Engineer, Corps of Engineers in ...falo, New York.
Refer to charted regulation section numbers.

WARNING

...e prudent mariner will not rely solely on any single aid ...vigation, particularly on floating aids. See U.S. Coast ...d Light List and U.S. Coast Pilot for details.

CAUTION
...IPELINES AND CABLES
...ne pipelines and submarine ...ne pipeline and cable areas

Cable Area

...arted submarine pipelines and may exist within the area of ...ubmarine pipelines and sub- ...required to be buried, and ...riginally buried may have Mariners should use extreme ...rating vessels in depths of ...to their draft in areas where ...bles may exist, and when ...ng, or trawling. ...ay be marked by lighted or

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...NTAKE
... or rivers shall not discharge ...ch areas adjacent to domestic ...mmissioner of Food and Drugs ...6 for important supplemental

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)....................................243.3ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

ROCHESTER HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS APR 2011

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	DEPTH LWD (FEET)
A. LAKE APPROACH CHANNEL	16.9	17.5	17.9	4-11	300	2800	22
B. ENTRANCE CHANNEL	10.6	15.3	12.6	4-11	200-600	4400	21
C. LOWER TURNING BASIN	3.8	4.6	10.8	4-11	200-600	4400	21
D. GENESEE RIVER	4.6	2.9	3.0	4-11	150-270	10800	21
E. UPPER TURNING BASIN		NOT SOUNDED			0-500	800	
F. GENESEE RIVER, UPSTREAM 1200 FEET OF NAVIGATION	11.4	11.9	10.0	4-11	150	1200	
G. UPPER TURNING BASIN	3.4	14.8	16.2	4-11	0-200	1150	21

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

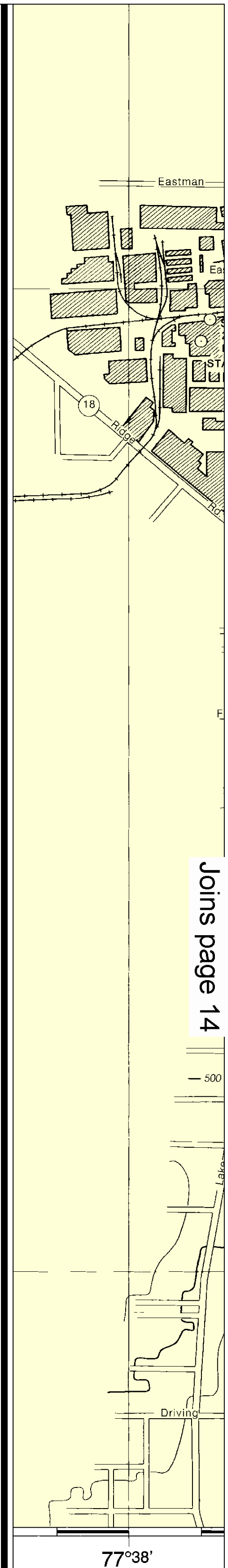
Nautical Miles
½ 0 ½

Statute Miles
½ 0 ½

Yards
200 0 200 400 600 800 1000 1200

Meters
200 0 200 400 600 800 1000 1200

77°36' 50" 40" 30" 20" 10" 77°35' 50"



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FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Joins page 10

ACKNOWLEDGMENT

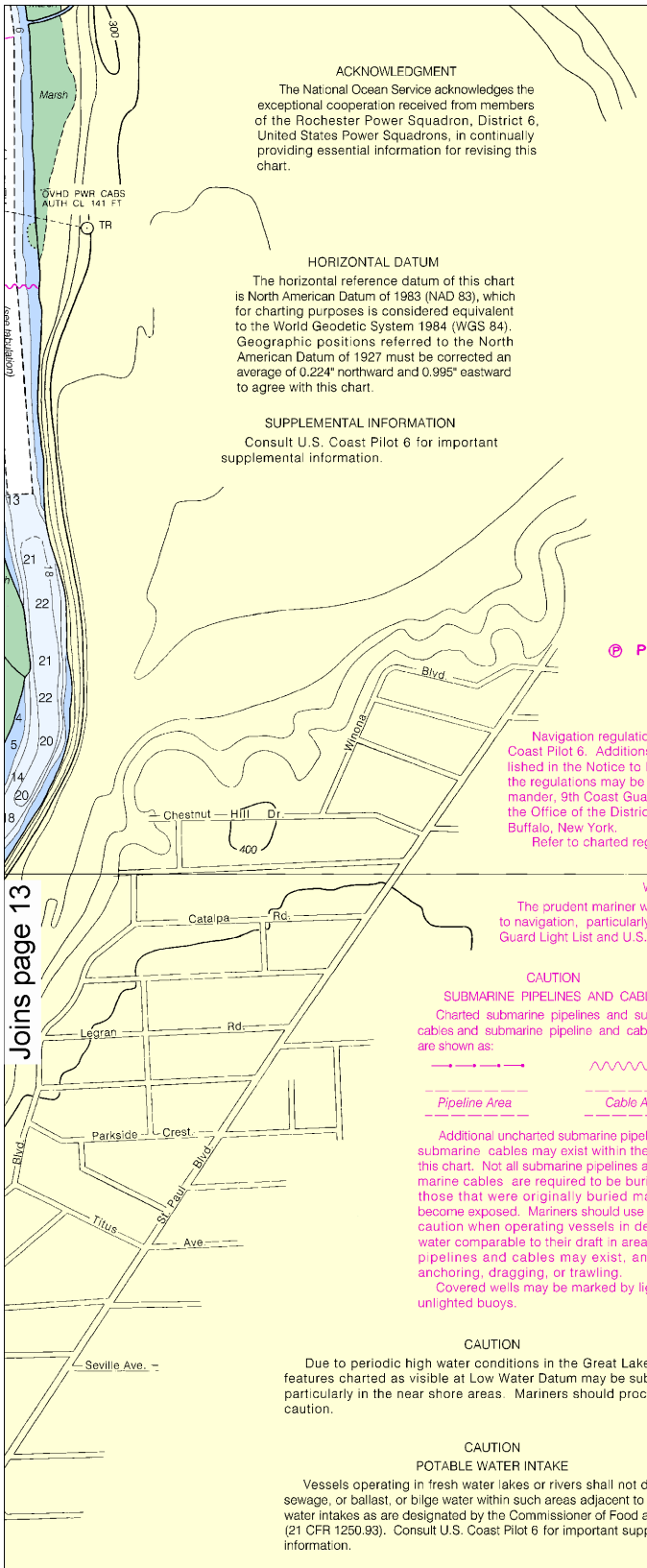
The National Ocean Service acknowledges the exceptional cooperation received from members of the Rochester Power Squadron, District 6, United States Power Squadrons, in continually providing essential information for revising this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.224" northward and 0.995" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.



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Ⓟ Pump-out facilities

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOAA — NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION — U.S. DEPARTMENT OF COMMERCE — COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE ONTARIO - NEW YORK

ROCHESTER HARBOR

GENESEE RIVER TO HEAD OF NAVIGATIO

Polyconic Projection
Scale 1:10,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

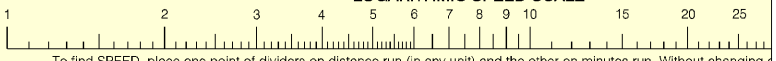
ROCHESTER HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS APR 2011

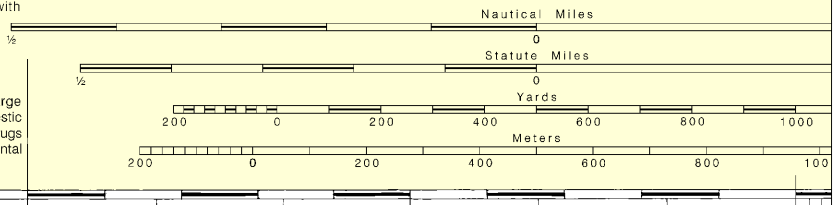
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)					PROJECT DIMENSI		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (FEET)	D
A. LAKE APPROACH CHANNEL	16.9	17.5	17.9	4-11	300	2800	
B. ENTRANCE CHANNEL	10.6	15.3	12.6	4-11	200-600	4400	
C. LOWER TURNING BASIN	3.8	4.6	10.8	4-11	200-600	4400	
D. GENESEE RIVER	4.6	2.9	3.0	4-11	150-270	10800	
E. UPPER TURNING BASIN		NOT SOUNDED			0-500	800	
F. GENESEE RIVER, UPSTREAM 1200 FEET OF NAVIGATION	11.4	11.9	10.0	4-11	150	1200	
G. UPPER TURNING BASIN	3.4	14.8	16.2	4-11	0-200	1150	

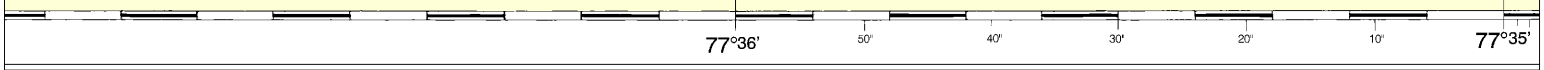
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the





SOUNDINGS IN FEET

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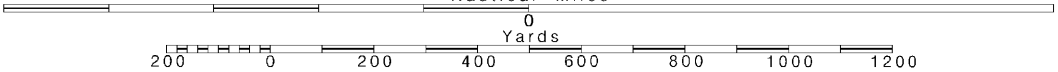
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

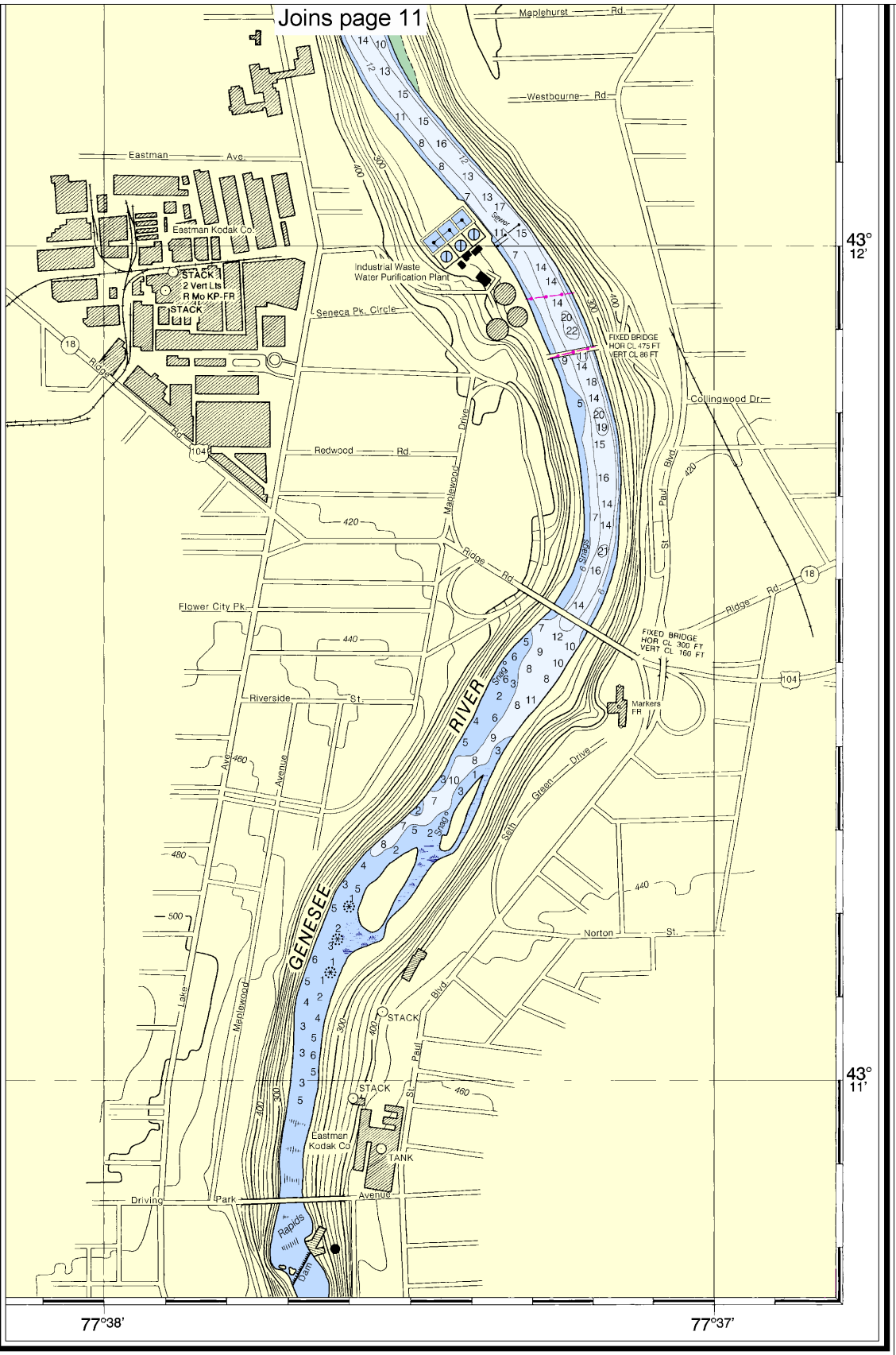
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~



See Note on page 5.

Joins page 11



DEPTH LWD (FEET)
22
21
21
21
21

30 40 50 60
divider spread, place
speed is 16.0 knots.

1200
1200
50"

Rochester Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

14815

14815

ED NO. 23
NSN 7642014010659

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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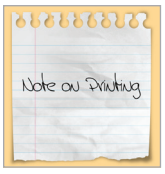

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NOAA's Office of Coast Survey The Nation's Chartmaker